

Window-winding arrangement

The invention relates to a window-winding arrangement
as well as a vehicle door which contains such a
5 window-winding arrangement.

There are known window-winding arrangements for side
windows of motor vehicles. Such known window-winding
arrangements according to the state of the art have a
10 drive as well as guide means for driving and guiding a
pane belonging to the window-winding arrangement. This
is not the case with scissor window-winders. Here the
window-winder does not assume any guiding of the
15 glass.

With this the drive means is for example realised as a
pull cable mechanism which guides the side pane (the
term "side pane" is to encompass a component,
irrespective of the material (glass, plastic..), which

is completely, partly or not at all transparent
(manually or electrically actuated) within rails which
are accommodated in the A, B or C columns. The guiding
of the glass with classic pull cable window-winders is
5 ensured by the "pane" guides in the door columns and
by the window-winders (path control by one or more
guide rails). The drive means is usually located in
the door e.g. below the window and is designed with
one or two rails. A lug with the drive chain runs on
10 rails. The window is then led through the rails and
the glass guide. The drive may however also be
accommodated in the A, B or C-columns (this however is
seldom the case).

15 Such window-winding arrangements according to the
state of the art have the problem that complicated
devices are provided which are to achieve an
absolutely unambiguous guiding of the pane. This may
be effected for example in that in the inside of the
20 door that is to say below the window opening which is
closed by the pane there are attached additional guide
rails into which the pane engages with a non-positive
and/or positive fit. With this however there is the
problem that these additional guide means are very
25 intensive in their weight and furthermore demand a
large construction space. Furthermore the guiding of
the glass is overdefined, i.e. a costly matching of
all components which are part of the tolerance chain
is required in order on the one hand to prevent a
30 jamming and on the other hand to prevent too great a
freedom in "X".

If however no additional guide means were provided
then a jamming of the pane in the guide rails (e.g.
35 with single track systems) would often occur so that
under certain circumstances the motor vehicle pane may

not be move any more at all. It previously led to a significant increase in the torque which needs to be confronted with an increased technical expense (e.g. gears).

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It is therefore the object of the present invention to create a window-winding arrangement which on the one hand securely prevents the jamming of the pane on winding up and winding down and furthermore saves space and weight.

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A window-winding arrangement or a motor vehicle door according to the independent claims achieves this object.

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By way of the fact that with a window-winding arrangement of the known type the drive and guide means are designed in a manner such that the drive force for movement is applied onto the pane such that this is always pressed against a certain guide edge of the guide means independently of its movement direction, this object is accomplished with respect to the window-winding arrangement.

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The invention thus follows a completely different idea than previous common window-winding arrangements.

Until now it was attempted with window-winding arrangements to always achieve an absolutely constant guiding independently of the movement direction (thus on winding and lowering the pane). This was attempted by the guiding being effected uniformly for example by way of the above mentioned rails or by other measures, for example by always engaging the pane below its centre of gravity. With conventional panes it was thus usual for a "rocking" of the pane to arise on winding up or winding down with a bearing on different guide

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edges according to the desired movement direction
(with single-track pull cable systems).

5 The invention consciously moves away from this
concept. The drive and guide means is designed in a
manner such that the drive force for moving the pane
is introduced onto this such that this is always
pressed against a certain (that is to say merely a
10 single, for each movement direction, constant) guide
edge of the guide means independently of its movement
direction (thus on winding up or winding down the
pane). The subject-matter of the application differs
from the state of the art in particular by the fact
that the drive force independently of its movement
15 direction is always pressed against a defined guide
edge of the guide means which is exactly fixed during
the design phase of the window-winding arrangement.
One thus attempted additionally to the movement
direction (thus the "main movement direction") of the
20 pane, to additionally rotate this such that this is
always pressed against a completely defined guide
edge. As an ideal condition one strives for a complete
bearing of the pane edge concerned parallel to the
guide edge, in that for example a pull cable vector
25 direction is suitably set, perhaps via adjustment of
deflection elements such as rollers, etc. One thus
strives for the pane to be applied translatorily
and/or rotated such that as good as possible bearing
of the pane edge concerned on the desired guide edge
30 is given. For this, a mechanism must be provided which
on lifting as well as lowering the pane permits an
alignment in a very defined spatial direction. Various
constraints must be observed with the design of the
window-winding device according to the invention. Thus
35 one must observe the friction forces of the system (in
particular those directly on the pane), here in

particular the friction forces in the possible guide rails (in Fig. 1 indicated at reference numerals 6a and 6c). At the same time remaining sealing lips etc. are to be taken into account (components which are indicated in Fig. 1 with reference numerals 6b or 6d). A reduction in the friction is to be particularly noticed in that no contact exists between a lug and a separate window guide rail below the window. In cold seasons (low temperatures) this contact often leads to double the displacing forces (200%) of the pane. According to the invention only a 10% increase due to the remaining contact between the window and the window guide may be ascertained. Apart from these friction forces of course also the inertia forces are essential with regard to the invention, furthermore a suitable arrangement for the rollers is to be observed in order thus to achieve a desired vector direction of the resulting forces onto the pane.

In contrast to such a targeted matching it would be usual for a rotation of the pane in various direction to take place on lifting and lowering. By way of this however the above-described jamming is rendered possible again which could lead to a "rocking" or even to a jamming of the panes.

The invention thus permits the provision of a window-winding arrangement which requires less force on winding up or winding down the pane (see that which has been cited on friction reduction). By way of this for example with an electrical drive one may provide a smaller motor (load reduction in winter up to 20%) which leads to a weight reduction of 170g, Bosch Motor FPC2 of Bosch-FPG) with the electrical systems.

It is further possible to provide greater manufacturing tolerances for the window-winding arrangement. An additional guide rail which however is possibly provided in the door inner space does not need to lie below the centre of gravity, it may be constructed at any location according to where space is. This reduces the number of components in the tolerance chain of approx. 11 (depending on the construction of the door) to 4.

Basically the invention may be applied to all guided pane-like elements. This may for example be the side pane in front and rear doors of vehicles for persons or lorries. Of course this may also be the rear window of such vehicles. Furthermore other vertically or horizontally arranged movable plates might be provided with the winding arrangement according to the invention.

Advantageous further formations of the present invention are described in the dependent claims.

A particularly advantageous further development envisages for the characterising feature of the invention to be realised in that a first and a second force engagement point are provided for the drive means on the pane, wherein with the drive of the drive means in one direction the first force engagement point is loaded more, and with the drive in a second direction opposite to the first direction the second engagement point is loaded more. By way of the unequal loading of the force engagement points in the different movement directions one achieves an easy rotation and/or translatory displacement of the pane which thus even permits a parallel bearing of the pane onto a defined guide edge.

The force engagement points at the same time may be distanced to one another in any spatial planes. This is due to the fact that a side pane of a modern motor vehicle is often curved once or even twice, thus is not guided along a purely translatory path. The force engagement points may however also be arranged flush and the introduction of the moment into the pane may be realised with a suitable lug design.

With respect to the centre of gravity of the pane it lends itself to distribute the above mentioned force engagement points such that it is simply possible to apply a additional moment onto the pane with which a slight tilting of the pane in the desired direction (thus opposite to the guide edge) and thus an increased contact with the desired guide edge of the guide means is made possible. By way of this the required pane guiding length is substantially influenced. The advantage here is the fact that one side of the pane only needs to be guided to 50%. In contrast so-called cross-arm window-winders with a wind drive one requires an almost 100% guiding of the glass.

One further advantageous further development envisages the pane being driven by a linear element belonging to the drive means. This may be a chain, a pull cable or likewise. The invention is particularly useful with these linear elements which often may only transmit tension loads (and achieve no additional support effect of the pane). Of course the invention may also be applied to linear elements such as racks, etc.

A further advantageous further development envisages the pane being guided in a front or on a rear side

door of a motor vehicle. It does not always need to be one door, thus the window-winding arrangement according to the invention may also for example be used for rear side panes of a hatchback or compact car which are not arranged in a door. Practically all arrangement types are possible here. Additionally the guide edge may be selected accordingly. The longest outer guide rail in which the pane is guided lends itself as a guide edge (thus usually the guide rails arranged in the A and C columns).

A further advantageous further development envisages the motor vehicle door to comprise a modular inner part of plastic and/or metal for carrying parts of the drive means. By way of this it becomes particularly simply possible to premanufacture deflection pieces (for example rollers) or motors belonging to the drive means directly onto these module-like inner parts, and thus the end assembly is again accelerated by way of this.

One construction form to be used often envisages the pane on its lower side to comprise a fixation part belonging to the pane, for moving the pane. It is possible to provide one or two fixation parts. In the case that two fixation parts are provided, for each force engagement point on the window pane one may provide an individual fixation part. This fixation part may be connected in any way with a non-positive and/or positive fit, for example clamped, clipped, glued and/or screwed. In order to obtain a higher stiffness between the fixation part and the window, the PU-bonding method (as a particular adhesive method) of the company Henniges Elastomer- und Kunststofftechnik GmbH & Co. KG/GDX is taken note of. This fixation part serves for binding the pane to the

drive means. This fixation part may for example be additionally guided in a pane. In any case it however serves as a force engagement point for example for linear elements of the drive means. Of course one may provide one or more fixation parts. The fixation part may however also be integrated into the pane itself during its manufacture. In one embodiment form the fixation part may also be simply designed as only a hole in the pane in which a pull cable mechanism may engage.

It is however particularly advantageous for the fixation part or the pane to comprise two fastening points for linear elements, these points being distanced from one another and in each case representing force engagement points for opposite movement directions of the pane. These are preferably arranged below the centre of gravity of the pane in each case on opposite sides in order to achieve a suitable tilting or parallel displacement according to the movement direction with the desired pane section against the guide edge. More exactly stated, a moment acts on the pane and the cable to be pulled up is furthermore aligned such that the vector direction runs through a point resulting from the centre of gravity of the pane and the centre of the friction forces of the pane guiding.

A further advantageous embodiment form envisages the motor vehicle door preferably centrally and below the window opening to comprise at least one pane for guiding the fixation part. This however is purely facultative. One may provide one or more panes. One particularly advantageous further embodiment of this envisages for an edge of the pane described here to be provided as a guide edge of the guide means, against

which the fixation part which belongs to the pane and which is preferably unmovable is pressed at a suitable angle.

5 Advantageous further formations of the present invention are described in the other dependent claims.

The invention is now explained by way of several Figures. There are shown in:

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Fig. 1 a vehicle door with a window-winding arrangement according to the invention,

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Fig. 2 a modification of the representation shown in Fig. 1,

Fig. 3 a view of a not yet completed vehicle door,

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Fig. 4 a window-winding arrangement according to the state of the art, and

Fig. 5 a detailed illustration example of the base of the embodiment form according to Fig. 1

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Fig. 1 shows a window-winding arrangement according to the invention. This is arranged in a rear vehicle door of a motor vehicle which is indicated in Fig. 1 by outlines. At the same time the limiting lines 6a to 6d show the borders of the window opening, the line 6d represents a window elbowplace, line 6a represents a guide rail for a pane 2, which is arranged on the C column as well as 6c a guide rail for the pane 2, which is arranged on the B-column. The guide rails 6a or 6c as well as a slot arranged in the window elbow place 6d in Fig. 1 form the guide means for the pane 2.

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The pane 2 (whose centre of gravity is indicated by "G" with an arrow lying next to it) is moved up or down by a drive means when desired by an operator (this movement mainly takes place in the X-Y plane, in particular mainly in the Z-direction). There is however also given a small component in the Y-direction, since with the pane it is also the case of a pane curved in several spatial directions.

The drive means comprises a cable 8 (thus linear element) which is wrapped around deflection pieces 11 designed as rollers. The drive of the cable is effected by an electric motor of the drive means 5 which is operated according to the desires of the occupants (of course a manual operation of the cable is also possible).

The linear element 8 is connected to one or to two fixation part(s) 10 which is clamped onto the lower side of the pane and is additionally screwed so that the fixation part is rigidly connected to the pane or represents an integral component of this. The linear element on the one side is connected to a first force engagement point 7.1 and on the other side at a second engagement point 7.1 to the fixation part 10. The fixation part 10 (due to the rigid connection) is seen as an integral part of the pane 2 within the context of the invention.

The drive and guide means is designed in a manner such that the drive force for moving the pane is applied onto the pane 2 such that this independently of its movement direction is always pressed against a certain guide edge of the guide means. This means that chiefly the pane 2 preferably with its complete right edge,

indicated at 13a in Fig. 1, is moved such that this bears parallel on the guide edge 6c or that the pane 2 with its section 13 (thus the upper corner directed towards the C column which in Fig. 1 is indicated as a dashed circle) is always tilted in the direction of the guide edge 6c. This is effected independently of the main movement direction of the pane 2, thus independently of whether this is moved up or down.

This is explained specifically once again. As already described above, the linear element 8 belonging to the drive means 5 is connected on the one side to the first force engagement point 7.1 and on the other side to the second force engagement point 7.2. With the drive of the drive means in a first direction (4.1, this is to be seen by the movement arrows within the window opening, the tension of the linear element 8 and thus its tension force likewise act in this direction as the double arrow on the fixation part 10 shows), the force engagement point 7.1 is primarily loaded since the linear element 8 pulls on the force engagement point 7.1. Thus here the first force engagement point is loaded greater than the second force engagement point 7.2. The first force engagement point 7.1 here is selected with respect to the centre of gravity of the pane 2 (centre of gravity including the fixation part) such that the pane on one side is loaded by the direction of the resulting force in the force engagement point as well as a resulting moment in the X-Y plane with a clockwise moment such that the section 13a (or in the unfavourable case only the section 13) is guided in the rail 6c or is pressed against this. With a downwards movement in the direction 4.2 then a tension in the opposite direction occurs, that is to say by way of a tension in the direction 4.2 at the second engagement point 7.2 a

clockwise moment likewise occurs so that also with this opposite movement the section 13a or section 13 is pressed into the rail 6c. It is to be noted that the ideal typical force representations described here may be modified in that the gravity force may be large which means that a strong tension 7.2 is not required at the second engagement point in order to move this downwards. At these force engagement points or in the chain for the force engagement points one may provide springs. With a change in the movement direction the correct selection of spring force presetting would avoid a momentary change in the rotational direction. Thus the pane does not detach from the provided guide edge (e.g. the guide edge on the B column). At the same time by way of the design of the complete drive means (for example the arrangement of the rollers 11 of the motor with respect to the centre of gravity of the pane or also the setting of the friction forces in the guide rails 6a or 6c and of the springs) it is to be ensured that there results as parallel as possible unified bearing of the pane with its section 13a on the guide rail 6c.

Fig. 2 shows a further embodiment example of the invention. This is essentially identical to the embodiment example according to Fig. 1. The only difference lies in the fact there is additionally provided a rail 14 which is arranged in the door inner space (thus below the window opening 12).

Fig. 3 shows a motor vehicle door 9 according to the invention which is not yet completed. In its lower part this comprises an opening into which an inner part for carrying parts, amongst other things the drive means 5 may be applied. This however is not compellingly necessary, of course other parts of the

drive means may also be individually accommodated on the lower part of the motor vehicle door, such as one or two rails for additionally guiding the pane 2.

5 Concluding, Fig. 4 is referred to which represents the window-winding arrangement according to the state of the art. It may be clearly seen here that the fixation
10 part 10 practically comprises only one force engagement point (or that the upper or lower contact point of the linear element 8' is not laterally displaced to one another) and thus that the pane 2' on
15 movement due to the drive means 5' in each case alternately abuts against the guide rails 13a' or 13b', this is also not excluded completely by the rail 14'.

Fig. 5 again shows the embodiment forms of the invention according to Fig. 1. Fig. 1 is referred to
20 with regard to all previously described features inasmuch as in not expressly stated otherwise in the following. Furthermore all details specified in the following are also to be applied to this embodiment example according to Fig. 2.

25 Supplementing, in Fig. 5 the interconnected tension compression springs 15 and 16 are referred to which quasi are connected in series into the linear element 8. In a preferred embodiment, it is also possible that there is only one single spring, for example only
30 spring 15 or only spring 16. Whilst the linear element 8 is designed essentially rigid with regard to stretching, the springs 15 and 16 have a predefined spring stiffness. The spring stiffness C1 of the spring 15 or the spring stiffness C2 of the spring 16
35 here is preferably in the region of 1.5 - 3.5 N/mm on loading in the longitudinal direction (i.e. in the

direction of the linear element 8), to be selected best however at 2 - 3 N/mm.

The spring block force (F_{B1} with spring 15 and F_{B2} with spring 16) is preferably between 0 N and 70 N, more preferably between 15 and 70 N most, preferably between 20 and 60 N. These values are in particularly suitable for lighter motor vehicle side windows.

According to definition "spring block force" here is to be understood as the force which may be applied as a compression loading in the direction of the linear elements 8 in order to press together the windings of the springs, i.e. a complete bearing of these spring lines. After applying this force a further deformation of the springs is practically not possible, here they react quasi as a rigid body if even higher compression forces are applied.

It is particularly advantageous for the ratio of the spring block forces $F_{B1}:F_{B2}$ to be practically equally 1:1.5 to 1:2.5, preferably 1:1.8 to 1:2.2.

In this context the distance of the force engagement points 7.1 as well as 7.2 are to be noted (indicated as "a" in Fig. 5). This distance may lie between 50 and 400 mm, preferably between 70 and 150 mm, particularly preferred between 70 and 100 mm. It is to be stressed once more that all numbers or number ratios specified for Fig. 5 may also be applied to all embodiment forms (see also Figs 1 and 2 of the invention), also all subcombination of the respective "interconnected" number combinations may be combined amongst one another, i.e. any distance details for "a" specified in the interval and which specifies the distance between the force engagement points may be combined with any spring details or with any spring

block force details inasmuch as they are disclosed here.

Furthermore for explaining in Fig. 5 it is shown that the length of the guide rails to the left and right may of course also be differently large. Likewise for purposes of illustration with a left hatching a so-called "friction surface" is indicated, the centre of gravity of the friction surface is indicated at " R_M ".

According to the invention it is advantageous if the resulting force vector 4.1 which acts on the pane runs between the points R_M and the initial point of the force "G" in Fig. 5.